

Nelson and Paulette Martin
1596 County Road 366
Hondo, TX 78861
(830)538-3931

April 24, 2006

Ms. Rini Ghosh
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, DC 20423-0001

RE: Southwest Gulf Railroad Co.-Construction & Operation Exemption-Medina Co., TX(alternate rail routes for Vulcan Construction Materials, LP proposed quarry to Union Pacific RR Co. rail line near Dunlay, TX)

Dear Ms. Rini and Board Members,

This letter is a plead that you do not consider the old Medina Dam railway route as a possible route.

This land is our only inheritance to our children.

It was our inheritance. We are not monetarily rich and our land is our financial security.

The land has been in the family for over one hundred years and five generations have lived on this very land. We and our ancestors are the ones who cleared this land to use as farm land. We, including our children, have picked up rocks, built fences, cut down brush to make this land what it is today.

Having a railroad run through this area would cause the natural water runoff to be altered to down stream stock ponds needed for livestock and wildlife. The old dam railway did not affect any stock ponds because these ponds were constructed after the completion of the dam when the railway had already been discontinued and dismantled. Property was still in the hands of the first and/or second generation and the settlers were still living in their original homestead homes during that period.

It has been proven that this land holds water in areas where a tremendous amount of fill would have to be brought in order to build a railway which in turn would cause an interruption in the natural flow of water. At the time the dam railway was put in, the land affected was ranchland and not the farmland which it has become. The construction of the dam railway required an enormous amount of fill to raise the tracks above the boggy ground during rainy periods. The fill used from the old dam railway still can be found on our property scarring the landscape and damaging farm equipment while working near and among the remaining residue.

As landowners, we had to bear the burden of expense to remove old fill which was broken chunks of limestone. This had to be removed to allow water drainage across the field (from east to west). The track crossed our property from southwest to northeast. To this day our family is still picking up the residue left from the original railway. Spikes were found just this last month as we repaired an old fence line.

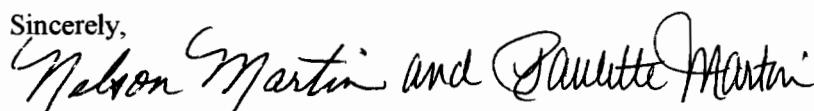
The construction of bridges and/or drainage along the railway will cause backup of excessive rainfall on our fields causing damage to the crops. Heavy rainfall drains across the length of our field (over a half mile) to down stream stock ponds and creeks.

Our neighbors, the Weiblens, have a very prominent farming operation in Medina County. If you choose this area to run the railway, you are taking away from the community a huge economical supporter. They have told us that if this railway were to run across their farmland interfering with their sprinkler systems, etc. They would most probably have to sell and move their operation. They and the community would have a lot to lose.

Please do not consider this old Medina Dam railway as a route for the Vulcan railway because it would impact too many livelihoods in this immediate area.

We are not opposed to Vulcan or the construction of the railway to Vulcan. Please consider one of the other routes which would not affect valuable farmland and drainage to valuable stock ponds and most importantly the devaluation of land which is our only means of retirement and inheritance to our children.

Sincerely,


Nelson and Paulette Martin